

**Town of Watertown**  
**Town Council Committee of the Budget and Fiscal Oversight**  
**Report**  
March 9, 2010

The Committee convened on March 1, 2010 at 5:00 pm in the 3<sup>rd</sup> Floor Conference Room. Present at the meeting were Vincent Piccirilli, chair; Angie Kounelis, vice chair; Cecilia Lenk, secretary; Town Manager Michael Driscoll; Town Auditor Tom Tracy; Treasurer/Collector Phyllis Marshall; and Raeleen Parsons, Purchasing Agent. At 5:30, Anthony Paolillo, School Committee chair; Superintendent Ann Koufman-Frederick; and Allie Altman, Director of Business Services, joined the meeting. At 6:00, Recreation Director Peter Centola, and David Polcari and Glenn Howard, representatives of CDM (the Victory Field consultant), joined the meeting.

**Review of Departmental Items:**

1. **Town and School telephone systems:** (see attached) Ms. Parsons provided a proposal by Webb Consulting Services to conduct a needs assessment of the town and school phone systems and provide an overview of possible system upgrades and cost estimates, before including this item in the CIP. The proposed vendor has been state-approved since 2001 and specializes in municipalities, including schools and police. The cost will be \$7,500 for the assessment and report, and could be completed within 30 days of signing the contract. The proposal only includes land lines, not mobile devices.
2. **Prisoner Transportation Van:** (see attached) Police Chief Deveau provided a memo explaining that the command staff inspected a Ford Taurus and determined it will fit the needs of the department, therefore he has withdrawn the \$46.5 K request for the van.
3. **School Capital Expenditures:**
  - a. The School Department removed the \$250K phone system line item from their FY10 request, and provided an alternate list of capital items totaling \$250K that they proposed to move from FY11 to FY10, including classroom furniture, additional security cameras, renovation of the Hosmer preschool autism space, and refinishing of the gym floors in the elementary and middle schools. (see attached)
  - b. The Committee requested that the School Department provide a list of all the school building “year one” items in the Goba facility assessment study, identify how they are being addressed (i.e. in the FY10 capital plan, handled in-house, deferred to the ESCO program, etc.).
  - c. The Committee further requested that the School Committee incorporate the new items into a single list along with the other FY10 capital items, and provide an estimated completion date for each item.
4. **Recreation Department**
  - a. **Victory Field Renovation:** (see attached) Mr. Polcari and Mr. Howard provided an overview of the conceptual design to renovate Victory Field, including reviewing the December 2008 cost estimate. The Committee questioned a number of the costs and the availability of grant funds to provide some of the funding for this project. CDM will

provide a list of similar projects now being bid or underway. CDM also explained that a more realistic cost estimate requires the design to be completed. They also explained that there would be further cost savings if the field and field house were bid as two separate projects.

- b. **Recreation Capital Projects:** Mr. Centola and Ms. Parsons provided a review of the proposed projects, including resurfacing the tot lots at Filippello Park, renovating the Arsenal & Moxley ball courts, repairing the Cunniff School field, and renovating the playground behind the new Police Station. It also includes hiring a design firm to develop a systematic maintenance and upgrade schedule for each park, and to assist in developing better cost estimates for projects.

**5. Town Vehicles:** (see attached) Mr. Tracy and Mr. Mee developed a plan to create a pool of three town-owned vehicles to be shared by the Zoning Inspector, Veterans Agent, Assessor's Office, and DPW Deputy Superintendent, with the fourth vehicle to be eliminated. The library does not require a dedicated van, opening the possibility of sharing a vehicle with the recreation department, which currently does not have a vehicle. Implementation of this plan will improve the efficient use of vehicles, speed up the replacement of older high-maintenance vehicles with more fuel efficient hybrids, and lower the overall spending on passenger vehicles.

**6. Fire Department Information:** (see attached) Fire Chief Orangio provided the information requested by the Committee on staff vehicles, Rescue 2, and Engine 3.

### **Committee Recommendations:**

The FY 2011 Preliminary Budget Overview dated October 27, 2009 projected total FY2011 capital spending of \$9,213,390, consisting of \$8,389,136 for debt & interest, plus \$824,254 for non-debt capital expenditures.

In the January 12, 2010 CIP, the Manager recommended reducing the planned FY2010 loan orders from \$6,580,300 to \$3,100,000 by deferring some items, thereby reducing the FY2011 debt & interest by \$546,842, to \$7,842,294. *The Committee unanimously agreed with this recommendation.*

On February 16, 2010, the Town's bond offering resulted in a 3.31% interest rate, below the estimate of 4.5%. This reduced the FY2011 debt & interest by \$62,574 to \$7,779,720.

During the departmental reviews, the following changes were noted. (See attached "Changes 2/1/10 to 3/1/10" and "CIP FY11 Cost Analysis")

- Capital items totaling \$316,500 were identified to be removed from FY2011. This will reduce the FY2011 debt & interest by \$3,625.
- Deferring the \$2,500,000 Phase III street and sidewalk rehabilitation loan order until after July 1, 2010 will reduce FY2011 principal by \$500,000 and interest by \$125,000. If this is borrowed in February 2011, it will not affect the planned bid date of March 2011.

## Budget and Fiscal Oversight Report March 9, 2010

- Deferring the \$600,000 School Capital Projects borrowing until after July 1, 2010 will reduce FY2011 principal by \$60,000 and interest by \$30,000. If the loan order is authorized in April 2010, but the funds are not borrowed until November 2010, it will not affect the planned summer 2010 construction schedule.
- *The Committee unanimously agreed with these three recommendations, which will further reduce the FY2011 debt & interest by \$718,625 to \$7,061,095.*

Councilors Kounelis and Lenk questioned the need and timing for the in-cruiser video system proposed by the Police Department. After further discussion, *the Committee unanimously voted to recommend that this item be moved to FY2012.* This would further reduce the FY2011 debt & interest by \$1,358 to \$7,059,737.

As of this date, the projected FY2011 revenue is \$95,324,143 (see attached Projected Comparison 2/15/10) and the projected expenditures would be calculated at \$97,980,191. With the Committee's recommendations, the revised FY2011 capital spending would total \$7,883,991, consisting of \$7,059,737 for debt & interest, plus \$824,254 for non-debt capital expenditures. Thus, the proposed FY2011 capital expenditures would be 8.27% of revenues, and 8.05% of expenditures. The Committee feels this meets the Budget Policy Guideline that the Town should seek to make annual capital expenditures (exclusive of enterprise funds) equal to at least 7.5 - 8% of the operating budget. *The Committee unanimously voted to approve a conceptual recommendation for the FY2011 CIP budget of \$7,883,991.*

Regarding the proposal to undertake a needs assessment of the Town and School phone systems, *the Committee voted unanimously to recommend that the Manager identify \$7,500 in existing funds to complete this assessment and report in FY2010.*

Regarding the police station antenna tower, further discussion emphasized the importance of completing this work as soon as possible. *Therefore, the Committee voted unanimously to recommend that the Manager identify \$90,000 in existing funds to replace the antenna tower in FY2010.*

Regarding the Victory Field renovation project, there was additional discussion about the importance of producing a final design so that a more realistic cost estimate could be developed. It was also recognized that the opportunity to apply for grants would require completed design documents. It was noted that the design documents would not go stale even if the project was deferred a few years. *Therefore, the Committee voted unanimously to recommend that the Manager identify approximately \$100,000 in existing funds in FY2010 to commission the final design documents, along with a revised budget.*

The Committee adjourned at 7:30 pm.

Prepared by Cecilia Lenk

## Osmond, Marsha

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**From:** Driscoll, Michael  
**Sent:** Monday, March 01, 2010 4:38 PM  
**To:** Osmond, Marsha  
**Cc:** Parsons, Raeleen; Marshall, Phyllis  
**Subject:** FW: Telephone Consultant Services

Please print copies for tonight's 500pm meeting. Thanks.

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**From:** Parsons, Raeleen  
**Sent:** Monday, March 01, 2010 4:31 PM  
**To:** Driscoll, Michael  
**Cc:** Marshall, Phyllis  
**Subject:** FW: Telephone Consultant Services



Hello Mr. Driscoll:

On Thursday, February 25<sup>th</sup>, Phyllis Marshall and I met with Mr. Joseph Webb of Webb Consulting to speak about telephone consultant services. I solicited advice from fellow purchasing agents for these services and Webb Consulting was highly recommended. Webb Consulting has been a state vendor since 2001.

Webb Consulting Services will provide the following:

Phase I – est. \$7500.00

1. Town wide telephone system needs assessment and billing.
2. Departmental “user” survey to assess needs.
3. Report detailing system recommendations and any billing concerns with cost estimate of needed systems upgrades.
4. Invoice for Phase I and proposal for Phase II and Phase III.

Phase II: Develop RFP and evaluation criteria for bid work. Webb will also evaluate each proposal and make a recommendation to award to the most responsive and responsible vendor.

Phase III: Webb will oversee implementation of telephone system installations.

Please do not hesitate to call and discuss this issue in further detail.



# WATERTOWN POLICE DEPARTMENT

EDWARD P. DEVEAU  
CHIEF OF POLICE



## MEMORANDUM

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**TO:** Michael J. Driscoll, Town Manager

**FROM:** Edward P. Deveau *EPD*

**DATE:** March 1, 2010

**SUBJECT:** Specialized Prisoner Transport Van

The Police Department has continued monitoring the replacement vehicle Ford Motor Company will be providing for the Crown Victoria. Members of the command staff recently inspected the Ford Taurus which has been designated as the replacement model. A meticulous critique of the layout of the Taurus including the dimensions of the backseat were completed.

The Ford Taurus was determined to meet the demands of transporting a prisoner and we are requesting the Police Department Capital Project proposal for a specialized prisoner transport vehicle be removed from consideration.

3-1-10  
from  
Allie Altman

WATERTOWN PUBLIC SCHOOLS		
ITEMS TO MOVE FROM FY2011 TO FY2010 CAPITAL		
High School		
Security Cameras	35	
Furniture	20	
Auditorium Screen & Projector	20	
Middle School		
Auditorium Screen & Projector	20	
Security Cameras	20	
Door openers	16	
Cunniff		
Handrails	6	
Furniture	10	
Security Cameras	14	
Hosmer		
Furniture	20	
PreSch Autism space	20	
Security Cameras	9	
Lowell		
Furniture	20	
District		
Gym Floors	20	
TOTAL	250	

**Watertown, Massachusetts - Victory Field Renovation**  
**OPINION OF PROBABLE COST BASED ON PRELIMINARY DESIGN**  
December 9, 2008

<b>Alternative 1 - Multi Purpose Field Improvements - Abandon Existing Concrete Bleacher</b>				
<b>Site Preparation</b>				
Contractor Mobilization/Demobilization	Allowance	ls	\$ 50,000.00	\$ 50,000.00
Erosion control	Allowance	ls	\$ 5,000.00	\$ 5,000.00
Concrete walkway removal and disposal (1300 s.f.)	25	cy	\$ 30.00	\$ 750.00
Flag pole and footing removal and disposal	1	ls	\$ 200.00	\$ 200.00
(2) dugouts demolition and removal	2	ls	\$ 5,000.00	\$ 10,000.00
Chain link fence and footings removal and disposal	Allowance	ls	\$ 5,000.00	\$ 5,000.00
Remove and dispose of existing scoreboard	1	ls	\$ 1,000.00	\$ 1,000.00
Remove/dispose existing bleacher pad.	1	ls	\$ 1,000.00	\$ 1,000.00
Relocate Monument demo pad and provide new concrete pad	1	ls	\$ 5,000.00	\$ 5,000.00
Demolish (8) existing CB's fill with flowable fill	Allowance	ls	\$ 5,000.00	\$ 5,000.00
Remove and dispose existing light poles and misc elec.	Allowance	ls	\$ 15,000.00	\$ 15,000.00
Earthwork and field subgrade exist. Soil disposal	Allowance	ls	\$ 48,000.00	\$ 48,000.00
Irrigation system removal and disposal (heads + risers)	Allowance	ls	\$ 2,500.00	\$ 2,500.00
Demo of exist. stairs and misc. work on exist. Conc. Bleacher	Allowance	ls	\$ 10,000.00	\$ 10,000.00
Relocation of existing steel bleachers	Allowance	ls	\$ 50,000.00	\$ 50,000.00
<b>Site Preparation subtotal</b>				<b>\$ 208,450.00</b>
<b>Multi-Purpose Field</b>				
Infill artificial turf with permanent lines	148,000	sf	\$ 4.80	\$ 710,400.00
10" stone base, 2" top stone, geotextile	148,000	sf	\$ 2.00	\$ 296,000.00
Gravel fill for grade adjustment	2,000	cy	\$ 15.00	\$ 30,000.00
(2) removable football goals	2	ea	\$ 5,000.00	\$ 10,000.00
Concrete Turf Curb	1,650	lf	\$ 25.00	\$ 41,250.00
Foul Poles (1)	1	ea	\$ 500.00	\$ 500.00
Baseball Backstop	1	ls	\$ 30,000.00	\$ 30,000.00
Baseball pitchers plate, home plate and bases	1	lf	\$ 400.00	\$ 400.00
Players Benches on concrete pads with canopy	2	ea	\$ 6,000.00	\$ 12,000.00
Batting Cage with electric service	Allowance	ls	\$ 12,000.00	\$ 12,000.00
(2) bull pens	2	ea	\$ 4,000.00	\$ 8,000.00
120 person 3 tier spectator stands	1	ea	\$ 21,000.00	\$ 21,000.00
Portable spectator stands	1	ea	\$ 35,000.00	\$ 35,000.00
Portable soccer goals (2 sets)	2	ea	\$ 3,000.00	\$ 6,000.00
Portable outfield fence 250 lf.	Allowance	ls	\$ 5,000.00	\$ 5,000.00
Bituminous concrete pavement allowance	Allowance	ls	\$ 30,000.00	\$ 30,000.00
Loam and Seed disturbed areas	Allowance	ls	\$ 1,000.00	\$ 1,000.00
<b>Multi-Purpose Field subtotal</b>				<b>\$ 1,248,550.00</b>
<b>Multi Purpose Field Drainage System</b>				
(5) Manholes	3	ea	\$ 3,500.00	\$ 10,500.00
(2) New Catch Basins	2	ea	\$ 3,000.00	\$ 6,000.00
Misc. drainage work to existing system	Allowance	ls	\$ 2,000.00	\$ 2,000.00
6-in. underdrains (field)	4,600	lf	\$ 25.00	\$ 115,000.00
6-in. underdrain behind wall	770	lf	\$ 25.00	\$ 19,250.00
(2) 18-in. collectors in common trench	535	lf	\$ 80.00	\$ 42,800.00
Threshold drain (ACO along bleachers)	490	lf	\$ 70.00	\$ 34,300.00
<b>Multi-Purpose Field Drainage System subtotal</b>				<b>\$ 229,850.00</b>
<b>Electrical</b>				
Light Poles and Footings (based on MUSCO Estimate)	1	ls	\$ 410,000.00	\$ 410,000.00
Scoreboard	1	ls	\$ 45,000.00	\$ 45,000.00
Site electric service improvements	Allowance	ls	\$ 10,000.00	\$ 10,000.00
<b>Electrical subtotal</b>				<b>\$ 465,000.00</b>

**Watertown, Massachusetts - Victory Field Renovation**  
**OPINION OF PROBABLE COST BASED ON PRELIMINARY DESIGN**  
**December 9, 2008**

<b>Fencing/Retaining walls</b>				
4' CLF black fusion bonded PVC fabric	650	lf	\$ 32.00	\$ 20,800.00
6' CLF black fusion bonded PVC fabric and ped. Gates	190	lf	\$ 40.00	\$ 7,600.00
8' CLF black fusion bonded PVC fabric	420	lf	\$ 50.00	\$ 21,000.00
(2) 12-ft. double swing CLF gates	2	ea	\$ 1,000.00	\$ 2,000.00
Segmental Retaining Wall Assume 3' height	650	lf	\$ 100.00	\$ 65,000.00
<b>Fencing/Retaining Walls subtotal</b>				<b>\$ 116,400.00</b>
Subtotal Construction Costs				\$ 2,268,250.00
Div 01 (Gen. Cond.) and General Contractors OHP - 8%				\$ 181,460.00
Contingency - (10%)				\$ 226,825.00
<b>Estimated Construction Cost - Alternative 1</b>				<b>\$ 2,676,535.00</b>
Engineering (Design, Bidding, & Part-Time Construction Administration)				\$ 150,000.00
*Cost escalation to midpoint of construction: 6 mo at .05%/ mo				\$ 80,300.00
<b>Total Opinion of Probable Project Cost - Alternative 1</b>				<b>\$ 2,906,835.00</b>
<b>Alternative 2 - Multi Purpose Field Improvements (Expanded Area), Demo Exist. Bleacher, New Maintenance Building</b>				
<b>Additional Items</b>				
Infill artificial turf with permanent lines	3,000	sf	\$ 4.80	\$ 14,400.00
10" stone base, 2" top stone, geotextile	3,000	sf	\$ 2.00	\$ 6,000.00
200 person 5 tier spectator stand	Allowance	ls	\$ 10,000.00	\$ 10,000.00
Additional pavement allowance	Allowance	ls	\$ 10,000.00	\$ 10,000.00
Additional fencing/wall allowance	Allowance	ls	\$ 7,500.00	\$ 7,500.00
Demolition of existing bleacher structure and adjacent masonry block building and new pre-engineered building on concrete pad		ls	\$ 900,000.00	\$ 900,000.00
<b>Additional Alternative 2 Subtotal</b>				<b>\$ 947,900.00</b>
Subtotal Construction Costs Alternative 1 and 2				\$ 3,216,150.00
Div 01 (Gen. Cond.) and General Contractors OHP - 8%				\$ 257,292.00
Contingency - (10%)				\$ 321,615.00
<b>Estimated Construction Cost - Alternative 2</b>				<b>\$ 3,795,057.00</b>
Engineering (Design, Bidding, & Part-Time Construction Administration)				\$ 150,000.00
*Cost escalation to midpoint of construction: 6 mo at .05%/ mo				\$ 113,900.00
<b>Total Opinion of Probable Project Cost - Alternative 2</b>				<b>\$ 4,058,957.00</b>
<b>Optional Reductions / Additions</b>				
Alternate Turf Option (\$4.30 vs. 4.80/sq. ft.)				<b>Subtract \$75,000</b>
Additional Permanent Field Lines	allowance	ls	\$ 40,000.00	<b>Add \$40,000</b>
Optional Landscaping (DPW Screening)	allowance	ls	\$ 30,000.00	<b>Add \$30,000</b>
<b>Notes:</b>				
* Escalation based on July 2009 construction start. Additional escalation for July 2010 start Alternative 1 - \$158,100, Alternative 2 - \$225,200				





THOMAS J. TRACY  
TOWN AUDITOR

TOWN OF WATERTOWN  
AUDITOR

Administration Building  
149 Main Street  
Watertown, Massachusetts 02472-4410  
Tel 617-972-6460 • Fax 617-972-6563

TO: Sub-Committee on Budget and Fiscal Oversight  
Michael J. Driscoll, Town Manager

FROM: Gerald S. Mee, Jr., Superintendent of Public Works  
Thomas J. Tracy, Town Auditor

DATE: 1 March 2010

RE: Capital Improvement Plan: Town Vehicles

Given the economic and environmental times, we have been investigating potential improvements and savings within the operational fleet of inspectors' vehicles. We are, therefore, recommending the elimination of single and sole assignment of four vehicles currently used by specific departments. The four vehicles are currently used by the Zoning Inspector, Veterans Agent, Assessors' Office and DPW Deputy Superintendent. Three of these vehicles would be used as pool vehicles, to be used by all departments on an as scheduled, as needed basis. The fourth vehicle would be eliminated and properly disposed.

It is our belief and hope that after institution of this process, further evaluation may allow the elimination of a second vehicle. We believe this process will serve as a cost savings in vehicle maintenance, fuel consumption and reduce the Town's investment in the capital program. Not only do we believe that the recommended modifications are fiscally prudent, we also believe they are environmentally sound decisions.

There will be no change in assignment for remaining vehicles as listed below:

- Building Inspector's vehicle
- Plumbing Inspectors' vehicle
- Wire Inspector's vehicle
- Tree Warden's vehicle
- Parking Enforcement vehicle
- 2 Health Department vehicle passenger vehicles
- Animal Control vehicle

Institution of this process would serve to modify the Central Motors line items within the 2011-2015 Capital Improvement Plan (CIP) which currently has \$60,000 per year for inspector vehicle replacement and \$18,500 per year for administrative vehicle replacement.

We recommend continuing the Town's investment in hybrid vehicles as an ongoing program to replace standard fuel vehicles. Please be advised, and as mentioned at the last Sub-Committee meeting, the Town currently has \$90,000 (\$30,000 budgeted each year for FY 08, FY 09 and FY 10) to begin updating the Town Fleet Vehicles.

Given all of the above, we are recommending that the CIP read as follows:

FY 2011 \$30,000  
FY 2012 \$60,000  
FY 2013 \$30,000  
FY 2014 \$60,000  
FY 2015 \$30,000

To keep everyone informed of our general thinking, there are additional modifications to the vehicle program which are currently being discussed.

- While our current focus is shown above is focused on cost savings and environmental concerns, we still need to give strong consideration to growing needs of each individual department. As you are aware the Recreation Department was never assigned a vehicle and the staff utilized their own personal vehicle in the transportation of sporting equipment to multiple events and in the performance of field and permit inspections.

These functions should be performed in a clearly marked Town of Watertown vehicle. This would substantiate the responsibility and authority of the individual to investigate permit use and non permit use of the fields, thereby eliminating any potential challenge to his legitimacy and minimizing conflict with such users.

We are, therefore, recommending a vehicle be assigned to the Recreation Department.

- We are also making recommendation that the Town Manager's vehicle be replaced allowing his current vehicle to be moved into the vehicle pool to potentially be assigned to the Recreation Department. The Superintendent has spoken multiple times regarding his belief that changing the vehicles use prolongs the life of the given vehicle. As you are aware, the Manager's vehicle is a 2005, now 5 years old, making it a prime candidate for reuse to extend the life of the vehicle.
- We have, as requested, started the reviewed of the Library Van with respect to potential shared use, and what type of vehicle would best serve the Library's needs as well as potential sharer. We would like to continue discussions with the Library Director and the Recreation Director, about the two departments possible sharing a vehicle.

Attached is an updated spreadsheet regarding the Town Vehicles mentioned within this memo.

Please contact us if further information is needed.

**TOWN OF WATERTOWN  
INSPECTOR AND ADMINISTRATIVE VEHICLES**

<u>ID #</u>	<u>TRUCK #</u>	<u>PLATE #</u>	<u>DEPARTMENT</u>	<u>YEAR / TYPE</u>	<u>VIN #</u>	<u>PURCHASE DATE</u>	<u>MILEAGE</u>
A05M1	M1	M5495PZ	TOWN MANAGER	2005 Ford Escape hybrid	1FMYU96H55KC46171	8/18/2005	75210
A05C4	C4	M30	DPW SUPERINTENDENT	2005 Ford Explorer XLT (A03C4)	1FMZU7325UB24335	3/7/2005	11472
A08114	114	M81001	BUILDING INSP	2008 Ford Escape Hybrid	1FMCU59H58KB03207	6/30/2007	9839
A05111E1	111	M73452	ELEC. INSPECTOR	2005 Ford Escape Hybrid	1FMYU96H75KC46169	5/11/2005	13774
A08112P1	112	M8122	PLUMBING INSPECTOR	2008 Ford Escape Hybrid	1FMCU59H78KB03208	6/30/2007	13753
		M57927	PARKING ENFORCE	2008 Ford Escape Hybrid	1FMCU59309KA32388		9062
	C14	M64951	TREE WARDEN	2002 CHEVY S. TRUCK	1GCCS145228124987		18671
A08113	113	M81021	HEALTH	2008 Ford Escape Hybrid	1FMCU59H98KB03209	6/30/2007	8230
A98105	105	M57972	HEALTH	1998 Ford Taurus	1FAFP52U5WA116970	7/8/1998	40454
A06108	108	M74183	ANIMAL CONTROL	2006 CHEVY VAN	1GLG25V361129301	10/17/2005	19065
PB98C11	C11	M56877	LIBRARY	1998 Ford ECONAL	1FTSE34L4WHB76303	07-01-199	27722
A98107	107	M57975	ZONING	1998 Ford Taurus	1FAFP52U9WA116986	7/16/1998	7952
A01110	110	M65415	ASSESSOR	2001 Ford Taurus(M65415)	1FAFP53U41A119379	7/1/2001	16762
		M65380	VETERANS	2000 Ford Crown Vic	2FAFP71W3YX212413		28012
A03C3	C3	M72263	DEPUTY SUPERINTENDENT	2003 Trailblazer	1GNDDT13S632247034		16271



# WATERTOWN FIRE DEPARTMENT

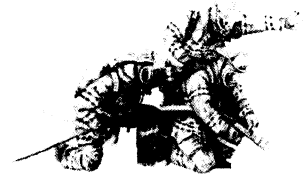
## OFFICE OF CHIEF OF DEPARTMENT

Fire Department Headquarters, 99 Main Street

Watertown, Massachusetts 02472-4410

Tel. (617) 972-6512 • Fax (617) 972-6575

[www.watertown-ma.gov](http://www.watertown-ma.gov)



**MARIO A. ORANGIO**  
Chief of Department

### *Memorandum*

**To:** Budget and Fiscal Oversight Subcommittee  
**From:** Chief Mario A. Orangio *MAO*  
**Date:** February 22, 2010  
**Subject:** Report of Information Requested

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On February 8, 2010 during a Budget and Fiscal Oversight Subcommittee meeting, a request for information was made to the Fire Department. The following report contains detailed information in compliance with this request. I would like to thank the committee for considering the department's requests made during the preparation of the FY11-15 Capital Improvement Plan.

The first item to be addressed is the purchase of staff vehicles. Attached is a fleet inventory report that details all vehicles and apparatus operated by the Town's fire department. In it you will note that there are four (4) vehicles assigned to the Administrative Staff. Each vehicle is taken home by their assigned operators. These vehicles, although utilized for administrative purposes daily and assigned to "administrative" staff, also respond in an emergency manner to various incidents including structure fires, and as such are considered emergency response vehicles. Aside from the obvious need to have the fire chief respond to incidents, the fire inspector responds to incidents for the purposes of conducting fire investigations, the staff services officer responds as a division commander within the department's incident command structure providing assistance with fire suppression activities, as well as assisting with investigations, the training/ems officer also responds as the safety officer within the department's incident command structure also providing assistance with fire suppression activities. You will note that (3) vehicles have been requested in the CIP. The department routinely keeps its vehicles on a rotating basis, therefore rather than purchasing (4) new vehicles, they are passed through each position in order to get the maximum serviceable life span possible. Based on preventive maintenance, this has allowed the department to limit purchasing vehicles (as evidenced by the age of C5 at 15 years. If authorized in FY11, the purchase of a new staff vehicle would be for the fire chief or C1. This purchase would allow the current C1 to be passed on to the staff service officer and his vehicle, a 2000 Ford Crown Victoria would be passed on to C5, the training officer. If maintenance issues do not become too cumbersome, the projected purchase of a staff vehicle in 2013 could be deferred. This vehicle replacement plan has allowed the department to continue to operate (4) staff vehicles while limiting the need for frequent replacement. Also of note is the fact that the dollar amounts for these replacements have been reduced from the \$35,000 listed. This change is owed to the fact that the department, in keeping with Council Resolution that requires the purchase of the "smallest

most fuel efficient vehicles for the intended purpose”, will be purchasing sedans in place of sport utility vehicles. The vehicles will be Ford Taurus All Wheel Drive vehicles with 6 cylinder engines, replacing the Ford Explorer 4X4 with 8 cylinder engines. According to estimates obtained from the U.S. Department of Energy, this should reduce fuel consumption by some 25% (see attached comparison). Hybrid vehicles, preferred in the Council Resolution, are not considered a viable option for the type of duty associated with these vehicles. Our research suggests that although more fuel efficient, hybrids would actually be cost prohibitive. State Bid pricing of hybrid vehicles (limited model selection/availability) runs between \$5 and 6 thousand dollars more than conventional models. In addition, maintenance costs, in terms of replacing the electrical power plant (after approximately 6 years of “normal” use), is currently in the area of \$7,000 for the Ford Escape Hybrid. Other factors include the interference of radio transmissions attributed to the vehicle’s electrical power plant. The Littleton, MA Municipal Lighting Company reported radio transmission drop outs in hybrid vehicles equipped with mobile radios. This type of interference could have life threatening ramifications in the event that an emergency radio transmission is interrupted. The large electrical draw of an emergency response vehicle renders the electric motor almost useless at an emergency scene. A hybrid vehicle’s gasoline engine shuts down at low idle and low speeds but when an emergency vehicle’s radios and emergency warning lights are in operation, the electric motor becomes taxed and the gasoline motor will activate thereby decreasing the hybrid’s efficiency. For these reasons the department will not seek to purchase hybrid vehicles.

During the meeting, the replacement of the older of the department’s two rescues and Engine 3 was discussed. Data on the usage of Rescue 2 was requested. In FY 09, the department began utilizing the second rescue when staffing levels were at 20 or above. This variation of “cross staffing” removed firefighting personnel from their normal assignments to fire apparatus and reassigned them to the second rescue which was then placed in service full time. When staffing levels dropped to 18 or the then minimum staffing level of 17 the second rescue was placed out of service. During the time span from 7/1/08 until 12/31/09, Rescue 2 was dispatched to 267 calls while Rescue 1, the department’s primary rescue, was dispatched 1,362. During the same time span, a Belmont Fire Rescue was dispatched to Watertown on 305 occasions and a private ambulance from Armstrong Ambulance was dispatched on 293 occasions. Also during this time span, the ability to utilize a second rescue was hindered by a maintenance issue that caused Rescue 1 to be out of service for repairs for approximately 5 weeks and a motor vehicle crash put Rescue 2 out of service for approximately 4 weeks for a total of nine weeks of single rescue operation. The attached report shows an estimate of revenues associated with a second rescue. During the current fiscal year, in which there were more reductions to the department’s staffing, the ability to staff a second rescue has been severely hindered. Although the second rescue is now staffed when the per shift level is as low as 19, the lower per group staffing level of approximately 20 (reduced in FY10) and the per shift minimum (an all time low of 16), keeps the second rescue out of service the majority of the time. In fact, in FY10, Rescue 2 has responded to only 89 incidents. In order to properly staff a second rescue, the department would require adding 2 firefighters per shift. The minimum per shift staffing level would also need to be reviewed. At the current all time low minimum per shift staffing level of 16, simultaneous calls for medical aid would strip the department to 6 members. This would be a serious issue in the event of an incident requiring fire suppression activities. During these uncertain economic times, I fully appreciate the committee’s concern with respect to the revenues generated by a second rescue versus the cost of purchasing a new ambulance. However, one cannot discount the need to maintain at a minimum, a viable reserve ambulance. In 2003, then Fire Chief Paul McCaffrey made a shrewd decision to retain the department’s medium duty rescue as a reserve rather than trade it in. This allowed the department to maintain transport capabilities when the primary rescue was out of service for any reason. Not only does this maintain a higher level of service it avoids losing revenues generated by the rescue. Staffing a second full time rescue clearly generates more revenue but more importantly, provides a higher level of service with regard to response times. If the primary rescue is committed, the

response time of a second rescue's response from within Town would be unmatched by any mutual aid partner.

The replacement of Engine 3, which was the twin to Engine 1 purchased in 1995 and replaced in the FY 09 CIP, is attached. It is essentially the exact justification utilized for the authorized replacement of Engine 1. Presently, all department apparatus are manufactured by E-One and have been purchased from Greenwood Emergency Vehicles, Attleboro, MA. Sharp increases in the costs associated with building fire apparatus, i.e. increased price of steel and federal emissions standards requiring cleaner burning motors, drove the price of pumpers up over \$500,000. In creating design specifications for the replacement pumper for Engine 1, the department has been able to secure a commitment from our long time vendor, Greenwood, which provides a favorable discount for this unit. This will allow the department to reduce the requested amount in FY 12 for the subsequent replacement.

Also attached are reports detailing Ladder 2 usage as well as the department's cellular phone inventory. I trust the information contained herein satisfies your request. I am available to provide further information at your request. Thank you again for your consideration.

Year:	Mfg.	Model:	Vehicle I.D.No.:	Mass. Reg.	Unit:	Assigned:	Mileage:
1988	Emergency One	Cyclone	1F9RBAA83J1037568	MF5005	Pumper trk	E4	66,397
1994	Emergency One	Sentry	4ENRAAA88R1003167	MF7104	Pumper trk	E1	69,163
1994	Emergency One	Sentry	4ENRAAA81R1002877	MF7103	Pumper trk	E3	48,278
2004	Emergency One	Typhoon	4ENRAAA8141007571	MF2848	Pumper trk	E2	27,003
2005	Emergency One	Cyclone II	4EN3ABA8971003137	MF7117	Ladder truck	L1	15,536
2007	Emergency One	Cyclone Hurricane	46JDBBA81K1002577	MF7684	Ladder truck	L2	6,897
2003	Ford	Ambulance	1FDXE45F33HA93828	MF7110	Ambulance	Rescue 2	75,517
2008	Horton	Ambulance	1GDE4V1984F400538	MF7107	Ambulance	Rescue 1	32,722
1997	Load Rite	14-1001LB	4L2JVSJ16V2001021	MF7227	Boat trailer	Rescue boat	NA
1998	Haulmark	CUB	16HCB0810WP013701	MF7236	Utility trailer	Spec. Rescue	NA
1999	Chevrolet	Tahoe	1GNEK13R7XR124327	MF6538	Utility truck	Utility Truck-C6	54,567
2004	Chevrolet	Tahoe	1GNEK13V84J214027	MF6038	Utility truck	On-Duty Deputy Chief-C2	25,720
1995	Ford	Crown Vic	2FALP71W7SX184416	MF6429	Automobile	Training Officer-C5	81,958
2000	Ford	Crown Vic	2FAFP71W1YX212412	MF30	Automobile	Staff Services Officer-C3	53,281
2005	Ford	Explorer	2FAFP71W1YX212412	3517RK	Utility truck	Fire Chief-C1	82,263
2007	Ford	500	2FAFP71W3YX212413	MF7106	Automobile	Fire inspector-C4	13,604

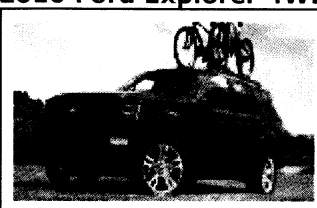
\*As of 2/9/2010\*

Replacement in FY 09  
Replacement requested  
in FY 12Replacement requested  
in FY 11Taken Home  
Taken Home  
Taken Home  
Taken Home

**Compare Side-by-Side**

Remove

Remove

**2010 Ford Taurus AWD** **2010 Ford Explorer 4WD**Use Your Gas Prices &  
Annual MilesSwitch Units:  
[Gallons/100 Miles](#)  
[Liters/100 km](#)*Compare  
side-by-side*New MPG tests  
are more realistic**Estimated New EPA MPG** **REGULAR GASOLINE****REGULAR GASOLINE**

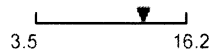
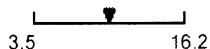
	<b>20</b>		<b>16</b>	
	Combined		Combined	
<b>17</b>		<b>25</b>	<b>14</b>	<b>19</b>
City		Hwy	City	Hwy

**MPG Estimates from Drivers Like You**User MPG estimates are not yet available for these vehicles.  
With this new feature you can

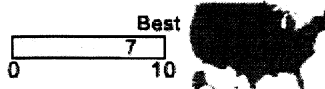
- Calculate or Share Your MPG
- View User MPG Estimates for Other Vehicles

**Fuel Economics**

<b>Cost to drive 25 Miles</b>	<b>\$3.26</b>	<b>\$4.08</b>
<b>Fuel to Drive 25 Miles</b>	1.25 gal	1.56 gal
<b>Cost of a Fill-up</b>	<b>\$44.63</b>	<b>\$52.85</b>
<b>Miles on a Tank</b>	342 miles	324 miles
<b>Tank Size</b>	19.0 gal	22.5 gal
<b>Annual Fuel Cost*</b>	\$1958	\$2447

Based on 45% highway driving, 55% city driving, 15000 miles/year and Reg.: \$2.61 per gallon  
Click to use your gas prices and annual miles**Energy Impact Score** **Annual Petroleum  
Consumption**  
(1 barrel=42 gallons)**17.1 barrels****21.4 barrels****Carbon Footprint** **Annual Tons of CO<sub>2</sub>  
Emitted** **9.2****11.4**[Personalize Annual Miles](#)**EPA Air Pollution Score**

Not Available

**Air Pollution Score** 

► Show Scores for California and Northeast States

► [Show Detailed Air Pollution Information](#)**More about emissions....**

- What's the difference between air pollution and greenhouse gases?
- Want more info? See EPA's Green Vehicle Guide

**Safety**

NA

NA

**EPA Size Class**

Large Cars

Sport Utility Vehicle - 4WD



<b>Engine Size (liters)</b>	3.5	4.6
<b>Cylinders</b>	6	8
<b>Transmission</b>	Automatic (S6)	Automatic 6-spd
<b>Drive</b>	4-Wheel Drive	4-Wheel Drive
<b>Gas Guzzler</b>	no	no
<b>Turbocharger</b>	no	no
<b>Supercharger</b>	no	no
<b>Passenger Volume</b>	108 ft <sup>3</sup> (4D)	NA
<b>Luggage Volume</b>	21 ft <sup>3</sup> (4D)	NA
<b>Engine Characteristics</b>	NA	NA
<b>Trans Characteristics</b>	NA	NA

#### How are fuel cost estimates and miles on a tank determined?

Fuel cost estimates are based on 45% highway driving, 55% city driving, 15000 annual miles and the following fuel prices:

Regular Gasoline: \$2.61 per gallon

You may customize these values to reflect the price of fuel in your area and your own driving patterns.

Fill-up cost and the distance you can travel on a tank are calculated based on the combined MPG and the assumption that you will re-fuel when your tank is 10% full.

#### What's the difference between air pollution and greenhouse gas emissions?

The Air Pollution score and Carbon Footprint measure different types of vehicle emissions. Air pollutants harm human health and/or cause smog. Carbon Footprint measures greenhouse gas emissions (primarily CO<sub>2</sub>) that impact climate change.

#### Why do some vehicles have more than one air pollution score?

Some vehicles are available in multiple emission versions that look the same but have different air pollution scores. Unfortunately, it is difficult to distinguish between similar models.

If you click on the link "Show Detailed Air Pollution Information" above, it will display the emission standard and the 12-digit underhood engine ID. You can identify the cleaner car by matching the engine ID listed above to the Underhood Label Identification Number on the vehicle.

**Note:** In some cases, manufacturers choose to certify identical vehicles to different emission standards. In these cases, the vehicles will have the same engine ID.

The carbon footprint measures greenhouse gas emissions expressed in CO<sub>2</sub> equivalents. The estimates presented here are "full fuel-cycle estimates" and include the three major greenhouse gases emitted by motor vehicles: carbon dioxide, nitrous oxide, and methane. Full fuel-cycle estimates consider all steps in the use of a fuel, from production and refining to distribution and final use. Vehicle manufacture is excluded. (U.S. Department of Energy, GREET Model 1.7, Argonne National Laboratory)

NA - Not Available

Color vehicle photographs have been provided by the vehicle manufacturers or their representative and are used with their permission. Black and white photographs are as published in Ward's Automotive Yearbook(R), 1985-1999 and are used by permission of Ward's Communications, a world leader in automotive information.

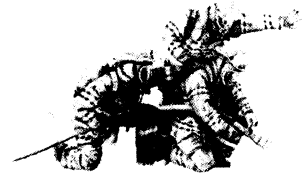
## **FY 2009/10 Second Ambulance Report**

### **Missed Transports**

	<b><u>Runs</u></b>	<b><u>Transports</u></b>	
BELMONT 7/1/08-12/31/09	305	224	
ARMSTRONG 7/1/08-12/31/09	293	293	
TOTAL	598	517	\$300.00
Estimated Revenue		\$155,100	
*85% Collection		\$131,835	
Comstar Fee 4%		\$5,273.40	
Estimated Revenue Lost		\$126,562	
RESCUE 2 7/1/08-12/31/09	267	89	*Number of simultaneous transports
Estimated Revenue		\$26,700	
*85% Collection		\$22,695	
Comstar Fee 4%		\$908	
Estimated Revenue		\$21,787	
*See Attached L2 Utilization Report			
When the per shift minimum is 18 or below R2 is out of service, currently approximately 52% of the time.			
RESCUE 2 (If Full Time)		606	
Estimated Revenue		\$181,800	
*85% Collection		\$154,530	
Comstar Fee 4%		\$6,181	
Estimated Revenue 7/1/08-12/31/09		\$148,349	



**WATERTOWN FIRE DEPARTMENT**  
**OFFICE OF CHIEF OF DEPARTMENT**  
Fire Department Headquarters, 99 Main Street  
Watertown, Massachusetts 02472-4410  
Tel. (617) 972-6512 • Fax (617) 972-6575  
[www.watertown-ma.gov](http://www.watertown-ma.gov)



**MARIO A. ORANGIO**  
Chief of Department

**Memorandum**

**TO:** Michael J. Driscoll, Town Manager  
**FROM:** Chief Mario A. Orangio  
**DATE:** February 9, 2010  
**SUBJECT:** Replacement Pumper Truck

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**Replacement of 1250 GPM Pumper Truck**

1. **HISTORY** – This 1994 E-One Sentry 1250 GPM Pumper Truck was purchased from Greenwood Fire Apparatus by the Town of Watertown and put in front line service as a new vehicle in 1995. It was put into service as a front-line apparatus with the intention of providing personnel with the tools and equipment necessary to provide a multitude of services, including initial fire attack, EMS and Hazardous Materials Response to name a few. This vehicle has served the Town of Watertown well for the past fifteen (15) years and age is taking its toll. This apparatus was recommended for replacement in the FY 2011 Capital Improvement Plan.



2. **RESEARCH** – Estimated cost for the total refurbishment of the pumper is in the \$275,000-\$300,000. However, the caveat is the reconditioned pumper will only meet the National Fire Protection Association (NFPA) Standards in existence in 1994 and not the upgrades and changes found in the present NFPA 1901 Standard for Automotive Fire Apparatus. Additionally, the cost of the refurbishment on such an old truck is not recovered in a subsequent sale of the unit. The common lifespan for a frontline pumper is 15 years, 20 if extensively refurbished, followed by service in a reserve role for five to ten more years with retirement from service at twenty-four years of total service.

3. **PURPOSE OF THE VEHICLE** – This vehicle responds to structure fires, alarms of fire, motor vehicle crashes, heavy rescue, medical calls and various other calls. Examples:
  - a. Use of initial attack and backup hose lines.
  - b. Operating master stream devices.
  - c. Booster tank for immediate water supply (limited).
  - d. Tactical use of protective systems.
  - e. Rescue.
  - f. Overhaul.
4. **REPLACEMENT VEHICLE** – The recommendation from our staff is for a 1250 gpm custom chassis pumper. The pumper should have:
  - a. 1,250 gallon per minute Hale or Waterous single stage pump.
  - b. 750 gallon booster tank for immediate hose deployment pending secured water supply.
  - c. Stainless steel plumbing.
  - d. Fast attack monitor.
5. **SPECIFICATIONS** – Attached is a sample specification for a 1250 gpm custom chassis pumper truck. This shows the specifications and pictures of the vehicle to be considered.
  - a. **COST** – As we have discussed both at Capital Improvement Planning meetings and before the Town Council’s Committee on Budget and Fiscal Oversight, initial vendor quotes put the cost of a replacement vehicle at \$515,000. This was the figure we used in preparing the FY 2011 CIP. Variables of concern are the rising costs associated with construction, such as the price of steel that might drive up the cost of the unit. We have researched several manufacturers for this type of vehicle and the price ranged up to \$550,000.00. In the FY 09 Capital Plan, a replacement for Engine 1 was approved and the amount of \$525,000 was voted as part of a loan order. Fortunately, it appears that the actual replacement will be made at a substantially lower cost. This should afford us the opportunity to request a lower amount for the Engine 3 replacement as well as using unexpended funds toward the subsequent replacement, an estimated \$60-\$70 thousand dollars.
7. **TIMING** – This type of vehicle may take as long as twelve (12) months to order and receive delivery. Our situation is the need to replace the existing vehicle as soon as possible. The FY 2010 Capital Improvement Plan does have the pumper replacement in the schedule, but combined with the ordering, it puts the replacement off for up to two years.

8. **CURRENT COMPLEMENT TOWN OF WATERTOWN** - There are eight (8) vehicles in the fleet servicing the Town of Watertown. All five (5) front-line and one (1) reserve fire apparatus are manufactured by Emergency-One, Ocala, Florida:
- a. One (1) 2007 aerial ladder
  - b. One (1) 2005 95' aerial platform
  - c. Four (4) pumpers, (three frontline-2003,1994, one reserve)
  - d. Two (2) rescues (one frontline-2008, one reserve-2003)

9. **CONCLUSIONS:**

- a. Do not refurbish the vehicle. The refurbished pumper will not meet current *NFPA Standard 1901* for a front-line pumper truck.
- b. Purchase new vehicle which will meet *NFPA Standard 1901*, enhance firefighter safety and effectiveness and increase public safety.

2011 - 2015 Capital Improvement Program

January 12, 2010 = \$87,160,500

Changes 02/01 - 3/01/2010

				To Read
LINE 35	Fire Chief, Deputy & Staff Vehicles	\$	(6,500)	\$ 98,500
LINE 48	Prisoner Transportation Van	\$	(46,500)	\$ -
LINE 56	Library Van	\$	(26,000)	\$ -
LINE 57	Inspectors' Vehicle	\$	(90,000)	\$ 210,000
LINE 58	Administrative Vehicles	\$	(92,500)	\$ -
LINE 75	Dump Truck	\$	(55,000)	\$ -
LINE 76	Linear Park Lighting	-	(to FY12)	\$ 30,000
LINE 77	Tractor/Loader	-	(to FY14)	\$ 34,000

Changes Subtotal \$ (316,500)

Balance 3/01/2010

\$ 86,844,000

# TOWN OF WATERTOWN CIP FY 11 COST ANALYSIS

1/29/10

3-1-10

FY		COST		FY 11		FY 12		FY 13		FY 14		FY 15	
				PRINCIPAL	INTEREST	PRINCIPAL	INTEREST	PRINCIPAL	INTEREST	PRINCIPAL	INTEREST	PRINCIPAL	INTEREST
VICTORY FIELD IMPROV.	BR 11	\$ 2,000,000		\$ -	\$ 50,000	\$ 135,000	\$ 96,625	\$ 135,000	\$ 89,875	\$ 135,000	\$ 83,125	\$ 135,000	\$ 76,375
	row 68												
HIGHWAY RECONSTR	STB 10	\$ 2,000,000		\$ 400,000	\$ 100,000	\$ 400,000	\$ 80,000	\$ 400,000	\$ 60,000	\$ 400,000	\$ 40,000	\$ 400,000	\$ 20,000
SIDEWALK RECONSTR	SWB 10	\$ 500,000		\$ 100,000	\$ 25,000	\$ 100,000	\$ 20,000	\$ 100,000	\$ 15,000	\$ 100,000	\$ 10,000	\$ 100,000	\$ 5,000
	row 77	\$ 2,500,000		\$ 500,000	\$ 125,000	\$ 500,000	\$ 100,000	\$ 500,000	\$ 75,000	\$ 500,000	\$ 50,000	\$ 500,000	\$ 25,000
SCHOOL	BR 10	\$ 600,000		\$ 60,000	\$ 30,000	\$ 60,000	\$ 27,000	\$ 60,000	\$ 24,000	\$ 60,000	\$ 21,000	\$ 60,000	\$ 18,000
	row 83												
ADMIN BLDG	BR 11	\$ 100,000		\$ -	\$ 2,500	\$ 10,000	\$ 4,750	\$ 10,000	\$ 4,250	\$ 10,000	\$ 3,750	\$ 10,000	\$ 3,250
EMERGENCY GENERATOR	BR 11	\$ 75,000		\$ -	\$ 1,875	\$ 10,000	\$ 3,500	\$ 10,000	\$ 3,000	\$ 10,000	\$ 2,500	\$ 10,000	\$ 2,000
GIS	BE 11	\$ 50,000		\$ -	\$ 1,250	\$ 5,000	\$ 2,375	\$ 5,000	\$ 2,125	\$ 5,000	\$ 1,875	\$ 5,000	\$ 1,625
NETWORK STORAGE/SERV	BE 11	\$ 20,000		\$ -	\$ 500	\$ 5,000	\$ 875	\$ 5,000	\$ 625	\$ 5,000	\$ 375	\$ 5,000	\$ 125
MUNIS SERVER	BE 11	\$ 60,000		\$ -	\$ 1,500	\$ 10,000	\$ 2,750	\$ 10,000	\$ 2,250	\$ 10,000	\$ 1,875	\$ 10,000	\$ 1,625
MAIN FIRE	BR 11	\$ 90,000		\$ -	\$ 2,250	\$ 10,000	\$ 4,250	\$ 10,000	\$ 3,750	\$ 10,000	\$ 3,250	\$ 10,000	\$ 2,750
NORTH FIRE	BR 11	\$ 48,000		\$ -	\$ 1,200	\$ 8,000	\$ 2,200	\$ 5,000	\$ 1,875	\$ 5,000	\$ 1,625	\$ 5,000	\$ 1,375
EAST FIRE	BR 11	\$ 15,000		\$ -	\$ 375	\$ 5,000	\$ 625	\$ 5,000	\$ 375	\$ 5,000	\$ 125	\$ 5,000	\$ -
AMBULANCE	BE 11	\$ 209,000		\$ -	\$ 5,225	\$ 29,000	\$ 9,725	\$ 20,000	\$ 8,500	\$ 20,000	\$ 7,500	\$ 20,000	\$ 6,500
IN CRUISER VIDEO SYSTEM	BE 11	\$ 54,300		\$ -	\$ 1,358	\$ 14,300	\$ 2,358	\$ 10,000	\$ 1,750	\$ 10,000	\$ 1,250	\$ 10,000	\$ 750
SERVICE TRUCK	BE 11	\$ 55,000		\$ -	\$ 1,375	\$ 15,000	\$ 2,375	\$ 10,000	\$ 1,750	\$ 10,000	\$ 1,250	\$ 10,000	\$ 750
LIBRARY VAN	BE 11	\$ 26,000		\$ -	\$ 650	\$ 6,000	\$ 1,150	\$ 5,000	\$ 875	\$ 5,000	\$ 625	\$ 5,000	\$ 375
FIRE ALARM DUCT	BR 11	\$ 300,000		\$ -	\$ 7,500	\$ 60,000	\$ 13,500	\$ 60,000	\$ 10,500	\$ 60,000	\$ 7,500	\$ 60,000	\$ 4,500
FIRE ALARM SERVICE VAN	BE 11	\$ 24,000		\$ -	\$ 600	\$ 9,000	\$ 975	\$ 5,000	\$ 625	\$ 5,000	\$ 375	\$ 5,000	\$ 125
STREET SWEEPER	BE 11	\$ 155,000		\$ -	\$ 3,875	\$ 35,000	\$ 6,875	\$ 30,000	\$ 5,250	\$ 30,000	\$ 3,750	\$ 30,000	\$ 2,250
SWAP LOADER	BE 11	\$ 160,000		\$ -	\$ 4,000	\$ 35,000	\$ 7,125	\$ 35,000	\$ 5,375	\$ 30,000	\$ 3,750	\$ 30,000	\$ 2,250
TRUCK DUMP 15000 GVW	BE 11	\$ 55,000		\$ -	\$ 1,375	\$ 15,000	\$ 2,375	\$ 10,000	\$ 1,750	\$ 10,000	\$ 1,250	\$ 10,000	\$ 750
LINEAR PARK LIGHTING	BR 11	\$ 30,000		\$ -	\$ 750	\$ 5,000	\$ 1,375	\$ 5,000	\$ 1,125	\$ 5,000	\$ 875	\$ 5,000	\$ 625
TRACTOR/LDR	BE 11	\$ 34,000		\$ -	\$ 850	\$ 14,000	\$ 3,500	\$ 5,000	\$ 875	\$ 5,000	\$ 625	\$ 5,000	\$ 375
SIDEWALK TRACTOR	BE 11	\$ 157,000		\$ -	\$ 3,925	\$ 37,000	\$ 6,925	\$ 30,000	\$ 5,250	\$ 30,000	\$ 3,750	\$ 30,000	\$ 2,250
MOXLEY COURTS	BR 11	\$ 125,000		\$ -	\$ 3,125	\$ 15,000	\$ 5,875	\$ 15,000	\$ 5,125	\$ 15,000	\$ 4,375	\$ 15,000	\$ 3,625
PARK RENOVATIONS	BR 11	\$ 200,000		\$ -	\$ 5,000	\$ 15,000	\$ 9,625	\$ 15,000	\$ 8,875	\$ 15,000	\$ 8,125	\$ 15,000	\$ 7,375
PARK RENOVATIONS	BR 11	\$ 200,000		\$ -	\$ 5,000	\$ 20,000	\$ 9,500	\$ 20,000	\$ 8,500	\$ 20,000	\$ 7,500	\$ 20,000	\$ 6,500
CUNIFF FIELD	BR 11	\$ 120,000		\$ -	\$ 3,000	\$ 15,000	\$ 5,625	\$ 15,000	\$ 4,875	\$ 15,000	\$ 4,125	\$ 15,000	\$ 3,375
SCHOOL	BR 11	\$ 600,000		\$ -	\$ 15,000	\$ 60,000	\$ 28,500	\$ 60,000	\$ 25,500	\$ 60,000	\$ 22,500	\$ 60,000	\$ 19,500
SENIOR SHUTTLE BUS	BE 11	\$ 95,000		\$ -	\$ 2,375	\$ 20,000	\$ 4,250	\$ 20,000	\$ 3,250	\$ 20,000	\$ 2,250	\$ 20,000	\$ 1,250
RINK REPL. COMPRESSORS	BR 11	\$ 25,000		\$ -	\$ 625	\$ 5,000	\$ 1,125	\$ 5,000	\$ 875	\$ 5,000	\$ 625	\$ 5,000	\$ 375
	row 89	\$ 3,082,300		\$ -	\$ 77,058	\$ 487,300	\$ 141,933	\$ 435,000	\$ 118,875	\$ 425,000	\$ 97,375	\$ 420,000	\$ 76,250
ADMIN BLDG	BR 12	\$ 100,000		\$ -	\$ -	\$ -	\$ 2,500	\$ 10,000	\$ 4,750	\$ 10,000	\$ 4,250	\$ 10,000	\$ 3,750
GIS	BE 12	\$ 50,000		\$ -	\$ -	\$ -	\$ 1,250	\$ 5,000	\$ 2,375	\$ 5,000	\$ 2,125	\$ 5,000	\$ 1,875
NETWORK STORAGE/SERV	BE 12	\$ 20,000		\$ -	\$ -	\$ -	\$ 500	\$ 5,000	\$ 875	\$ 5,000	\$ 625	\$ 5,000	\$ 375
PUMPER TRUCK REPLACE	BE 12	\$ 515,000		\$ -	\$ -	\$ -	\$ 12,875	\$ 35,000	\$ 24,875	\$ 35,000	\$ 23,125	\$ 35,000	\$ 21,375
BULLET PROOF VESTS	BE 12	\$ 12,600		\$ -	\$ -	\$ -	\$ 315	\$ 7,600	\$ 440	\$ 5,000	\$ 125	\$ 5,000	\$ -
PRISONER TRANSP VAN	BE 12	\$ 46,500		\$ -	\$ -	\$ -	\$ 1,163	\$ 11,500	\$ 2,038	\$ 10,000	\$ 1,500	\$ 10,000	\$ 1,000
FIRE ALARM DUCT	BR 12	\$ 300,000		\$ -	\$ -	\$ -	\$ 7,500	\$ 60,000	\$ 13,500	\$ 60,000	\$ 10,500	\$ 60,000	\$ 7,500
DUMP TRUCK 55000 GVW	BE 12	\$ 160,000		\$ -	\$ -	\$ -	\$ 4,000	\$ 35,000	\$ 7,125	\$ 35,000	\$ 5,375	\$ 30,000	\$ 3,750
FILLIPPELO PARK LIGHTING	BR 12	\$ 200,000		\$ -	\$ -	\$ -	\$ 5,000	\$ 15,000	\$ 9,625	\$ 15,000	\$ 8,875	\$ 15,000	\$ 8,125
FILLIPPELO PARK/GROVE ST	BR 12	\$ 200,000		\$ -	\$ -	\$ -	\$ 5,000	\$ 15,000	\$ 9,625	\$ 15,000	\$ 8,875	\$ 15,000	\$ 8,125
SCHOOL	BR 12	\$ 600,000		\$ -	\$ -	\$ -	\$ 15,000	\$ 60,000	\$ 28,500	\$ 60,000	\$ 25,500	\$ 60,000	\$ 22,500
RINK REPL. COMPRESSORS	BR 12	\$ 25,000		\$ -	\$ -	\$ -	\$ 625	\$ 5,000	\$ 1,125	\$ 5,000	\$ 875	\$ 5,000	\$ 625
	row 95	\$ 2,229,100		\$ -	\$ -	\$ -	\$ 55,728	\$ 284,100	\$ 104,853	\$ 260,000	\$ 91,750	\$ 250,000	\$ 79,000

(2-15-2010)

3-1-10

# Projected Comparison

(~~2-15-2010~~)

	FY10 3/9/10	FY11 10/27/09	Variance	FY11 2/15/10	Variance
Taxes	\$68,870,136	\$71,057,021	\$2,186,885	\$71,121,821	\$2,251,685
State Aid	\$10,589,035	\$9,071,800	(\$1,517,235)	\$9,028,775	(\$1,560,260)
Local Receipts	\$10,174,489	\$9,999,042	(\$175,447)	\$10,439,042	\$507,530
Other Financing	\$5,484,505	\$4,734,505	(\$750,000)	\$4,734,505	(\$750,000)
Total Revenue	\$95,118,165	\$94,862,369	(\$255,796)	\$95,324,143	\$205,978
Departmental Expenses	\$63,726,858	\$65,126,289	\$1,399,431	\$65,126,289	\$1,399,431
State Assessments	\$2,251,870	\$2,309,416	\$57,546	\$2,156,835	(\$95,035)
Pension Costs	\$7,609,746	\$9,025,118	\$1,415,372	\$9,025,118	\$1,415,372
Insurance	\$12,137,710	\$13,062,045	\$924,335	\$13,062,045	\$924,335
Debt & Interest	\$6,783,584	\$8,389,136	\$1,605,552	\$7,779,720	\$1,058,711
Capital Projects & UFS	\$2,608,397	\$1,550,167	(\$1,058,230)	\$1,550,167	(\$1,058,230)
Total Expenditures	\$95,118,165	\$99,462,171	\$4,344,006	\$98,700,174	\$3,582,009
Projected Surplus/(Deficit)	\$0	(\$4,599,802)	(\$4,599,802)	\$97,980,191	(\$3,376,031)
Projected Surplus/(Deficit) (No Departmental Expenses Growth)					

i. Adoption on Local Option Taxes on November 24, 2009

ii. Revised Debt/Interest from Fiscal Year 2011-2015 Capital Improvement Program submitted on January 12, 2010